



Seattle Department of Transportation

Gregory J. Nickels, Mayor

Grace Crunican, Director

July 29, 2005

Subject: Planned New Parking Pay Stations in the University District

Dear U-District business owners, residents and property owners:

As you may have seen, the Seattle Department of Transportation (SDOT) is converting traditional meters to parking pay stations in the University District this summer. On-street parking in the U-District is often packed, and paid parking can encourage area employees and students to more appropriately park in off-street lots, thereby opening up spaces in the business district for customers and visitors. SDOT has found in other Seattle neighborhoods—and this is re-enforced with experiences from other cities—that paid parking is an effective tool to support healthy business districts where there are strong on-street parking competing demands among customers, residents and area employees.

In April, SDOT proposed installing new paid parking in areas of the U-District, in addition to converting the existing single-space meters to pay stations. **SDOT has scaled back the previously proposed areas for expansion after careful review of on-street parking conditions, area land uses, and community comments about the difficulties of changing from free to paid parking.**

New Paid Parking Areas

This letter describes the streets where SDOT will start installing new pay stations in late August, where paid parking does not currently exist (see also the attached map):

- **Roosevelt Way NE from NE 50th St. to NE Campus Parkway.** There are 1- and 2-hour time-limit signs along both sides of the street except for one block, and vehicles are staying longer than the times allowed. Average occupancy is very high, and vehicle turnover can be improved with paid parking. North of NE 50th Street, on-street parking occupancy is lower so paid parking is not warranted at this time.
- **Along 11th Ave. NE between NE 47th and NE 43rd Streets (along west side); NE 47th St. between Roosevelt Way NE and 12th Ave. NE (both sides); and NE 43rd St. between Roosevelt Way NE and 11th Ave. NE (both sides).** These blocks are full almost 100% of the time with poor turnover. In comparison, metered spaces along NE 43rd St. have almost twice the amount of vehicle turnover compared to the 1-hour spaces farther west along the street.
- **NE Boat St. near the street end:** The 2-hour signs will be converted to pay stations to ensure short-term customer access for existing UW offices and area businesses. The area that looks like a triangle-shaped parking lot will not be converted to pay stations at this time.

SDOT recognizes that the change from free to paid parking can be a challenging transition. In downtown Seattle and dense neighborhood business districts, paid parking ensures that spaces are available for the short periods of time that visitors need to buy groceries, go out to lunch, or run other errands. Parking enforcement officers can more easily enforce pay stations compared to 1- and 2-hour signs because they do not need to make the second extra trip to check vehicle compliance with the time limit.



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Internet address: <http://www.seattle.gov/transportation>

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Timeline for Installation

- Converting existing meters to pay stations started in late June. The new installations will start the last two weeks of August. Large blue street signs will be installed two weeks in advance to let area parkers prepare for the change.
- All parking spaces will have 2-hour or 30-minute time limits and operate between 8 a.m. and 6 p.m., Monday through Saturday. Bus stops and layover zones, peak period restrictions and other spaces will not change. Some load zones may be moved closer to intersections.
- “Meter greeters” in red hats and vests will be on-hand to help pay station users. If problems with the pay stations occur, please call SDOT at 206-684-ROAD.
- Business owners or managers interested in free, City-installed on-street bicycle racks should contact the SDOT Bicycle Program at 206-684-7583 or email pauh.wang@seattle.gov.

Community Outreach Report Back

With the original, larger proposal made in April, SDOT staff attended six community meetings to discuss the new proposed areas:

- University District Chamber of Commerce – both April and May meetings
- University District Community Council – May meeting
- CUCAC (City/University Community Advisory Committee) – June meeting
- University Park Community Club – June meeting
- University Forum – May 2005

SDOT received a tremendous number of comments from participants at these community meetings, as well as by email and direct phone contact with SDOT staff, and through letters and signed petitions circulated by some community members opposed to the new paid parking. Most of those comments were in opposition to new paid parking on Roosevelt Way NE and University Way NE north of NE 50th Street. Business owners and tenants were concerned about customer willingness to pay for parking, and residents were concerned about spillover impacts into nearby streets. SDOT generally heard positive and neutral comments regarding proposed new pay stations in the areas south of NE 45th St.

Streets Defined as Good Candidates for Continued Monitoring and Review

At this time, SDOT recommends continued monitoring of the parking on University Way NE and Roosevelt Way NE north of NE 50th St. and in the Northlake Way NE area to make sure that customer parking is prioritized near businesses. If these or nearby residential streets are impacted by spillover parking, SDOT is available to work with residents and businesses to ensure that the on-street parking works properly.

For more information

Please contact Mary Catherine Snyder, the Seattle Department of Transportation project manager, at 206-684-8110 or marycatherine.snyder@seattle.gov. A copy of the on-street parking report is available from SDOT at www.seattle.gov/transportation/parking/paystation_where.htm.

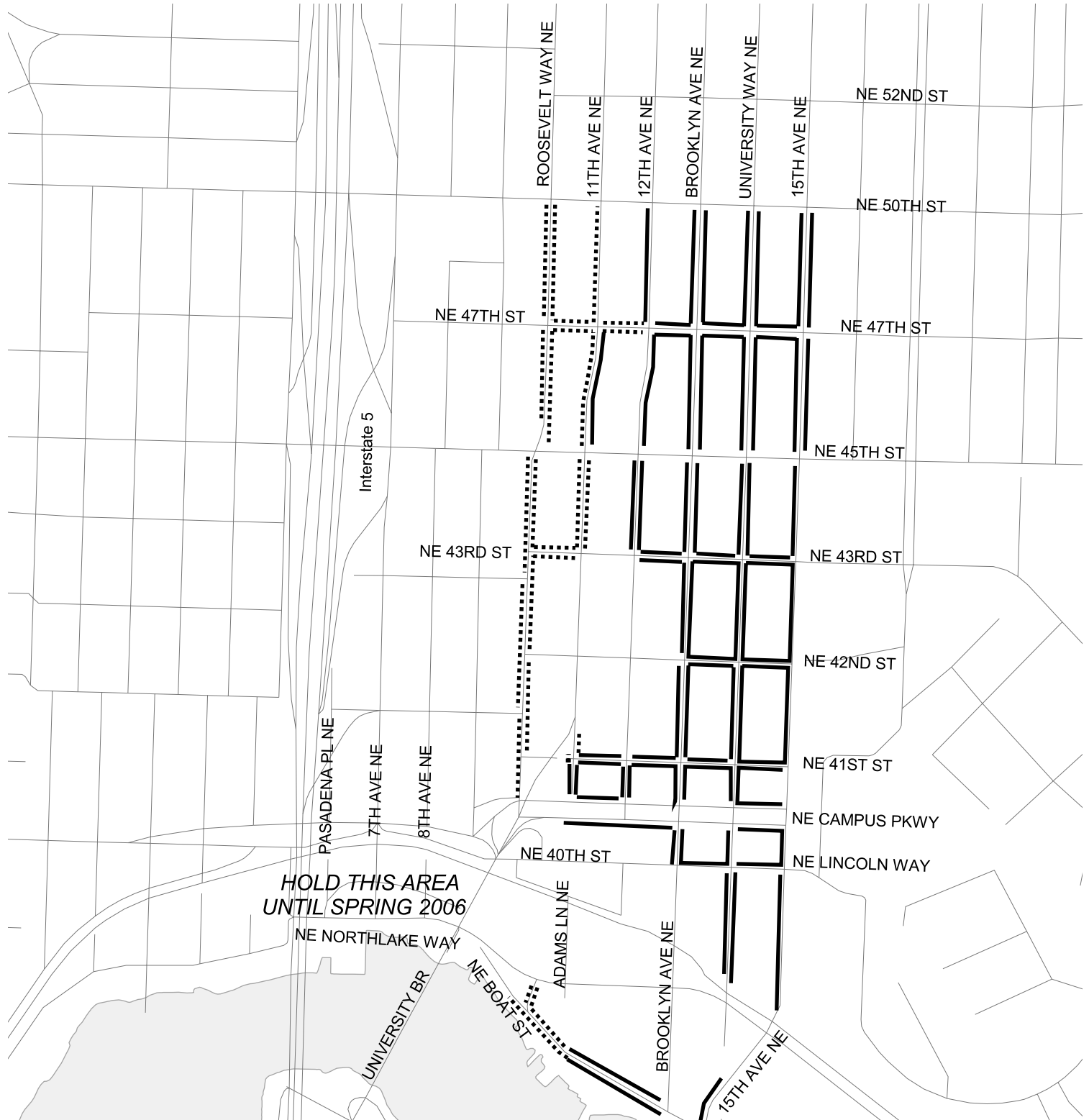
Sincerely,

TRACY KRAWCZYK
PARKING POLICY AND PLANNING MANAGER



New U-District On-Street Customer Parking Changes

Meter Conversion and New Paid Parking Areas



Legend



Existing Meters Being
Converted to Pay Stations



New Pay Station
Locations

NOTE: This map indicates only existing parking meters and areas where SDOT has decided to install new pay stations.

The map does not show bus stops, driveways, no parking areas, load zones, disabled zones, 3-minute load zones, or other signs. Only loading zones might change to improve block standardization.

Please contact Mary Catherine Snyder, with SDOT at 206-684-8110 or marycatherine.snyder@seattle.gov

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